



# RUDDER FLUTTER

## Cirrus Design's Co-founder to Kickoff 2005 Festival

**By: Frank Lester**  
**Safety/Education Coordinator**

Idaho's annual aviation celebration unfolds on Thursday, March 10, at the Boise Centre-on-the-Grove, and closes the following Saturday evening, March 12. **Alan Klapmeier**, co-founder of **Cirrus Design Corporation**, will be the featured speaker at the Thursday Kickoff Luncheon.

Alan has served as Chief Executive Officer, President and director of Cirrus since its inception in 1984. Cirrus, borne of the imagination of two brothers barely out of college, began in a gutted Wisconsin dairy barn and has grown to become, internationally, the second largest manufacturer of General Aviation, four-place, single-engine aircraft in the world. Along with the innovative and proven Cirrus Airframe Parachute System (CAPS), the Cirrus SR22 was the single most popular aircraft sold worldwide throughout all of 2002, 2003, and 2004. The industry now looks to the company for leadership in the research and development of general aviation technology.

Kicking off the luncheon program will be **Jared Aicher**, who is preparing for a two segment journey that will culminate in a round-the-world flight



**Alan Klapmeier** (Photo by Cirrus Design)

in 2006. Why is this unique? Well, not only will he be attempting to become the youngest solo pilot to circumnavigate the globe, but the Idaho native will also be stopping in over 60 cities in 15 countries promoting the EAA's Young Eagles Program. At these stops he will be offering free flights to over 400 youth between the ages of 8 and 17.

The program continues through Friday and Saturday with special

seminars from **Cathe' Fish**, an instrument and multi-engine instructor with more than 6,000 hours, a former professor of Aviation Technology, and a favorite lead instructor for the AOPA's Air Safety Foundation since 1983. Cathe' will be presenting two seminars

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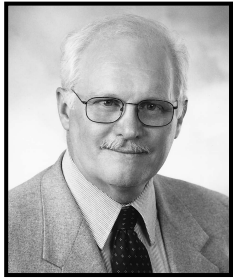
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# From the Administrator:



It has been a very busy time for us here at the Division. We have been reviewing our business practices and it has become apparent that

we need to make some improvements to our approach. Two goals that have been identified are:

- To involve more of the aviation community in what we do, and
- To determine available funding sources to improve the increasing needs of Idaho's aviation system.

As we work to identify avenues by which to reach these goals, we must first modify our current thinking about how we meet the demands necessary to sustain an active program. Given our current resources, it is clear that we must "think outside the box" when we explore alternatives.

When looking at the entire state's transportation system, there is significant benefit to the state in ensuring that air transportation is viewed as an integral part of the system as a whole. An effective and efficient statewide system must integrate all transportation modes and be well planned. Thus, common resources can be identified and utilized to their full potential.

In addition to our usual duties, and in order to involve more of the aviation community and other interest groups in setting our future course, we recently conducted the Recreational Airstrip Workshops around the state as a first step in this process. We intend to continue this type of outreach as we take the next steps. In the near future we expect to look at the rest of the state's airport

system (other than recreational airstrips), and begin the process of identifying alternatives for statewide aviation transportation investment.

## **Recreational Airstrips**

As mentioned above, we have conducted workshops around the state regarding the stewardship and investment in our recreational (backcountry) airstrips. For those who attended the workshops, we greatly appreciate your time and input. As it turns out, there is considerable interest in these airstrips. Not only did members of the pilot community attend, but also representatives of the Outfitters and Guides, conservation groups, medical evacuation, public land managers, private land owners, business owners, surrounding states and aviation associations/foundations.

We received a lot of very useful information. A recurring theme throughout the workshops was the belief that our system of airstrips is very unique, and provides access to recreational opportunities unlike anywhere else in the contiguous United States. Attendees identified the need to keep all of our airstrips open and ensure continued accessibility of the entire system.

An ad hoc committee, comprised of industry people, has sorted through the information and developed what we believe are the major issues common throughout the workshops. Preliminary strategies will be presented to those who attended the regional meetings at the statewide Recreational Airstrip Summit, which is currently scheduled in Boise on February 18, 2005. We will develop the final strategies and action plans from the information we collect at the summit.

A public presentation of the final results, including a discussion

of the next steps to be taken, will take place at the annual Idaho Aviation Festival being held in Boise on March 10-12, 2005. Please check the website for dates and times, [www.itd.idaho.gov/aero/aviationfestival](http://www.itd.idaho.gov/aero/aviationfestival). We hope to see you there.

## **Cascade Reservoir Airstrip**

We continue to move forward with re-opening the Cascade Reservoir airstrip. There have been many meetings with the new property owners, Bureau of Reclamation, attorneys and the State. However, I may have been a little too optimistic in thinking this could be done quickly as progress has not moved as rapidly as we had initially hoped. There have been a few hurdles that were not anticipated, but none that could be considered "show stoppers."

We must evaluate and mitigate each of the environmental impact considerations and expect to hold public meetings as part of the process. If you are interested in attending one of these meetings, public notice will be given and information will be posted on our web site ([www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero)).

## **New Wilderness**

Something we learned in our recent dealings with airstrips in the Frank Church – River of No Return wilderness is that the aviation community needs to remain vigilant of any proposals concerning wilderness areas. Thank goodness we have organizations like the Idaho Aviation Association, Idaho Aviation Foundation and the newly formed Recreational Aviation Foundation to help keep tabs on these activities. In my opinion, it is much easier to

**See Administrator**

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# Radio Chatter

By: Frank Lester, Safety/Education Coordinator

## So Ends Another Year



Because the Rudder Flutter is tightly packed with information, especially on the upcoming festival, I choose to keep my

column brief and my words concise.

First, thank you to the many volunteers, assistants and helpers who gave of their time and support to make this one of the most successful years for Safety and Education. The instructors at the refresher clinics; the Wings instructors at the Family Fly-In; the speakers and volunteers for ACE Academy; the guests, exhibitors, and speakers at the Festival; and above all, those of you behind the scenes who are rarely seen but so important to the success. Too many to name in a short paragraph, too important to forget and without whom this program could not succeed . . .

## THANK YOU!

Second, the Safe Pilot program is taking a one-year hiatus...no, it is not going away...just getting a new image. Attendance in the program has dropped off significantly in the last several years indicating that it needs to be brought up-to-date. We thank those who have participated in the program, making safety the foundation of their flying career. Those who turned in applications over the last year for 2003, we will process those and return to you your certificates and pins. We hope to return next fall with a new, more current program that will appeal to all pilots, young and old alike. Until then, continue to Fly Safe; Fly Smart.

Finally, a big tip of the Aeronautics hat to Mike Pape and the Idaho Business Aviation Association (IBAA) for joining the ACE Academy support team. Mike and the IBAA will offer three scholarships to deserving students attending the 2005 ACE

Academy in June. **Thanks Mike and Welcome Aboard!**

**Just in...Some Good PR for Idaho: AOPA EXPO 2004, October 21-23, Long Beach, California**

Idaho's backcountry pilot education and safety messages were heard loud and clear at AOPA Expo 2004 thanks to McCall Mountain/Canyon Flying Seminars', Lori MacNichol.

This is not Lori's first invitation to speak at AOPA's popular aviation extravaganza. "The standing room only response has been gratifying," stated Lori as more than 500 pilots attended her presentation. Of the more than seventy seminars, Lori's backcountry talk was one of two singled out in the December 2004 issue of "Cessna Owner" magazine. Her seminar was replete with exciting videos and photographs of backcountry operations. The many first-time backcountry aviators attending agreed that the subject is critically important; the discussions of specific pilot and aircraft preparations were timely and very professional.

Specialized mountain instruction with an emphasis on safety is Lori's goal in aviation. Flying the Idaho backcountry demands absolute concentration on such basic



**Lori MacNichol at the 2004 AOPA Expo.**

pilot skills as slow flight and approach speeds, observation skills and that most basic backcountry pilot defense, the canyon turn. Most of those who graduate from this type of course agree that the expert local knowledge provided greatly enhances an already improving backcountry safety record.

McCall Mountain/Canyon Flying Seminars, LLC is a good place to receive backcountry flight training. It offers several FAA WINGS certified courses during the summer months. Check the website, [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com), for course schedules and details.

A tip of the Aeronautics safety cap to Lori for her efforts to get the word out. **Keep up the good work!**



**Lori MacNichol speaks to a capacity crowd about Idaho's backcountry.**





# Airport Maintenance

By: Mark Young, Airport Maintenance Manager

## Airport Volunteers

For many years the Idaho Aviation Association has adopted and maintained the Magee airport with



IAA volunteers; they have done an admirable job. However, as with most of us, there are times when members' business or

personal commitments hinder their efforts to complete the necessary maintenance activities.

These activities include mowing the runway (primary), replacing

windsocks, painting tiedown blocks and windsock standards, changing tiedown chains, trimming grass and weeds in the camp area and around markers, and maintenance of the public toilet.

**We commend the Coeur d'Alene Chapter of the IAA** and its members for their efforts and hope they will continue to maintain the airport. We also hope to enlist the help of other organizations and individuals to assist them in their efforts.

If you are interested in assisting the IAA with these volunteer activities, we ask you to contact Volunteer Coordinator Mark Young at 1-800-426-4587 (in-state only) or (208) 334-8893.

## Importance of Volunteer Activities

During the 2004 season, there were more than 550 volunteer man-hours expended at various airports throughout the state. We also know there were many more who performed work and elected not to submit work forms. It is very clear that volunteers play a vital role in maintaining state-owned airports. We tip our hat and offer a hearty thanks to all of those who so unselfishly gave of their time and effort to maintain our airports.

## Garden Valley

At the time of the last issue of the **Rudder Flutter**, a buried sprinkler system was being installed on the runway. We are happy to report that that project is now complete and sprinkler pipes will no longer be a hazard to taxiing aircraft. You will however, have to look closely for sprinkler heads, which will be marked with traffic cones, along either side of the strip.

The tie down areas on both east and west ends of the field need to be reseeded; a job that we were unable to accomplish last fall. We will be seeding these areas in early spring and will close both parking areas to all aircraft until the grass has germinated and is strong enough to support traffic. A **NOTAM** will be issued prior to closing the parking areas and each area will be marked by cones for easy identification.

We have also developed specifications for drilling a well, but ran short of funds before this project could be completed. We anticipate that money will not be available to complete this project until fiscal year 2006, which begins July, 2005. Please bear with us until we can finally see this project through.

## Aircraft Counts

During the 2003 season (end of April through October), Johnson Creek, Stanley and Garden Valley saw a total of 10,310 aircraft operations. In 2004 the same airports had 12,484 operations; an average increase of 17%! Smiley Creek, Big Creek and Cavanaugh Bay recorded yet another 7,602 operations, bringing total operations at those six airports to over 20,000 in less than 6 months. It doesn't take a rocket scientist to realize that Idaho's backcountry airports are true gems, and, as such, are admired by many, many visitors each year. It behooves all of us to do whatever we can to ensure their continued existence by promoting cooperation among everyone who uses these important treasures.

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is scheduled for publication by the 15<sup>th</sup> of January, April, July, and October. Submissions for publication in a particular issue are due in this office 30 days prior to the publication date of that issue.



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# **Aviation Medical Matters**

## **Chemical Injuries and Burns in Aviation**

**By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME**

Most of us think of burns as involving a flame, but as far as the skin is concerned, it is not the only way. Chemicals of the sort we carry in or on our planes have the potential to cause serious burns. Luckily these types of injuries are not very common, but they can happen and you need to think about how to respond. Although we will cover several common chemicals you might encounter, there are many more out there, so be prepared.

First, consider what chemicals you have on your plane or in your hangar, and what an exposure to them might mean. These include aviation fuel, either gasoline or jet fuel, cleaning chemicals, battery acid, and items like polish and wax. We will only cover these topics in general, which means you should take just a minute to think about your response should you be exposed to these sometimes very irritating, and possibly dangerous solutions.

Gasoline, especially aviation fuel, is a very complex mix of about 150 hydrocarbon compounds and additives usually along with a certain amount of lead. Although most often an exposure to gasoline is brief because of its tendency to evaporate, there can be situations where prolonged exposure can occur. Such a situation would be in an enclosed space, or if gasoline soaks into gloves or clothes, especially in the winter. Here are some examples of various types of exposures and some possibilities.

Breathing exposure can occur when you are in the vicinity of gasoline, such as when refueling. This is especially true if you are downwind of the gas cap as you fuel up. A similar situation can occur if you are working in an enclosed space such as a hangar. When gasoline fumes enter the lungs, they can be absorbed into the body fairly rapidly and, by the same token,

be cleared just as rapidly. In some cases it is possible for fumes to cause intoxication, and in severe cases this can lead to fainting or even death if not removed from their proximity. In the case of aviation fuel, since most of it still contains lead as a part of the formula, you can also be exposed to lead which has been shown to cause several serious adverse effects on the human body. If you have been repeatedly exposed you should consider having your lead blood level checked and given the appropriate treatment if it is high. The answer, of course, is to avoid exposure as much as you can. This can be as simple as making sure you are not downwind of the fuel tank when you refuel or avoid letting fumes build up in the area where you are by opening the hangar door. Just think about all the lead you could be breathing in and work to keep away from this exposure.

Exposure of the skin to fuel is fairly common, and usually has little long term effects again because of rapid evaporation. However, it can soak into clothes, gloves and shoes resulting in a much longer exposure. In these cases, the skin can have enough exposure to receive a chemical "burn" due to the long term contact. Because gasoline is mainly a hydrocarbon compound, it can be absorbed into the skin and into the underlying tissue. This can allow these very soluble chemicals to work their way into body elements like tendons, muscles and especially nerves where enough exposure can cause significant damage. The skin itself can become so exposed that it can end up dying, much like a flame burn. In actuality, the injury can be even more severe than a flame burn since the ability of the gasoline to become absorbed into the parts of the body below the skin means that the damage can go much deeper. If,

for instance, you are exposed to gasoline on the skin by spilling gasoline on your shoes, treat this as a significant problem; remove the shoes and socks to remove the source of contact. Don't just wait until you are done with the task at hand. Wash the skin with plenty of water to ensure that the fuel that remains on your skin is removed. Although water will not dissolve the gasoline; it can flush it away. The same is true for gloves, which can become soaked with gasoline. Remove them and wash your hands as soon as you can. Remember all that lead you could be absorbing.

Cleaning solutions and paint removers often are made of alkaline materials such as sodium hydroxide. They can be very powerful and cause severe damage to the skin, especially the eyes, if exposure occurs. The answer in these cases is to flush the areas of exposure with water as soon as possible. Consider using eye protection when using these chemicals since an alkaline injury to the eyes can be very severe and, in some cases, lead to blindness in a matter of minutes. Even a small amount of these chemicals in the eye is a real emergency and time is critical in preventing significant injury. On the skin, a longer exposure to a low concentration of these alkali chemicals can still result in significant damage.

A good example of this is working with cement. The calcium oxide in cement is converted into calcium hydroxide which is a very strong alkali with a pH as high as 12. Repeated or prolonged exposure can be additive leading to red, sore and effectively burned skin when you are

### **See Chemical Injuries & Burns**

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# Aircraft Icing

By: Ray Glidden, Chief of Flight Operations

The winter months in Idaho and other northern states increase the problems created by airframe and induction icing. In the warmer months, only induction icing and some in-cloud icing most often present a concern. But the colder winter months bring on the addition of frost, snow and ice that must be dealt with not only on the ground but also while airborne.

Frost is a deceiving and dangerous problem that can cause serious degradation in lift and significant increase in the drag. FAR 91.527(a)(3) allows for takeoff if the frost has first been polished smooth. However, the addition of this layer of frost will still increase the drag and decrease the lift produced by the airfoil. How much will this affect the stalling angle of attack? I don't know because I am neither a test pilot nor an engineer, but experience recommends that all frost be removed from the aircraft prior to flight.

We all know that snow and ice must also be removed prior to flight. This can be accomplished by moving the aircraft into a warm hangar, brushing or scraping the airframe clean or by utilizing deice fluids, which are usually a mixture of glycol and water. If your aircraft has been deiced, and it is snowing or other icing conditions exist, the pilot needs

to know how long the deice fluid will work before it needs to be reapplied. This will vary with the type of fluid used, but rarely longer than 20 to 30 minutes.

Freezing rain should be avoided at all times. It adheres to all surfaces and greatly increases drag and weight, and decreases lift. Deice boots will not work effectively in these conditions because freezing rain builds up behind the protected surfaces and on the propeller.

In an aircraft without antiice/deice installed, the only safe option is to remain clear of all ice. If ice is encountered, the best option is to get out of the ice as soon as possible. The limited performance of light aircraft usually does not allow a full range of options. Climbing may not be possible as your aircraft may be too heavy. Turning around or descending may be the only options. Descending in mountainous terrain is not a good option unless VFR can be reached.

Induction icing can be encountered every month of the year. When encountered, turn on the carburetor heat and leave it on until out of the icing conditions and the ice has been cleared from the carburetor venturi. Remember to lean the mixture to obtain best power when the carburetor heat is on.

Things to remember about ice: Small buildups can decrease lift by up to 30% and increase stall speeds up to 15% and drag on the order of 200% to 500% depending on the type and shape of the ice. Any ice on the airframe makes the pilot a test pilot.

Some things to do when icing conditions exist:

- If possible, hangar the aircraft to prevent ice buildup while on the ground.
- Remove all snow, ice, and frost prior to flight.
- Expect structural ice whenever there is visible moisture and freezing temperatures.
- Never attempt to fly in freezing rain.
- Always leave yourself an out, some way to escape to safety.
- If landing with ice, use a higher than normal approach speed and prepare for a longer landing rollout.

(Editor's Note: Over the previous 3-4 months, we (GA) have experienced several high profile fatal accidents, during low visibility and/or icing conditions. This may be a good time to review our flight manuals, POHs, instrument procedures and weather texts to refresh our operational knowledge of these topics. It is well worth the investment to get a couple of hours "under the hood" as well; cheap insurance when you consider the alternatives.)

## Verde Aviation, Inc.

To all of our students, customers, and vendors. As of December 1, 2004, we have moved into a new location at 3951 Rickenbacker, Suite A. We are located on the north side of the Boise airport.

**3951 Rickenbacker - Suite A**

**Boise, ID 83705**

**208-383-9070**

## Hangar for Sale

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# Aviation Festival

Continued from page 1

on "Practical GPS" and two on "New Technologies and the 21<sup>st</sup> Century Pilot." Her motivating seminars are upbeat, fun and chock full of useful flying information.

Of special note this year is an update on the new **Sport Pilot** Certificate. Bob Ross, Vice President of the Top Fun Flyers ultralight club and a member of EAA Chapter 103, will be presenting four seminars on the new FAA Sport Pilot and Light Sport Aircraft. He is a registered Ultralight Pilot and Basic Flight Instructor, and has been asked by the FAA to speak at safety seminars about the new ruling. He will be presenting a general overview of the Sport Pilot and Light Sport Aircraft Ruling (twice), and then provide two additional seminars, one focusing on transitioning from Private Pilot and the other on transitioning from Registered Ultralight Pilot.

Author and photographer, Bruce McAlister, will follow up last year's popular seminar, "Wings Across America" with this year's "**Wings Over Denali.**" The Idaho Ninety-Nines' **Flying Companion Seminar** will return on Saturday. The popular program is limited in seating, so sign up early. Seminars to qualify for **FAR Part 135** training and renew **IA certification** are also scheduled along with additional interesting seminars,



Jared Aicher with Bryon Pope after the first Eagle Flight.

aviation education activities and trade show. The entire program looks to exceed all expectations and records from previous years.

"Stay Tuned" and keep checking our website at [www.itd.idaho.gov/aero/aviationfestival](http://www.itd.idaho.gov/aero/aviationfestival) for further updates.

**Don't miss the fun  
and action at the  
2005 Idaho  
Aviation Festival.**



**Aviation Festival  
March 10-12, 2005**



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**Report all suspicious  
activity to the  
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# Calendar of Events

## FEBRUARY

- 4-5 **Flight Instructor Refresher Clinic**, Boise, Idaho  
Division of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8775
- 5 **2-day LEGO Mini-workshop – Robotics**, Nampa,  
Warhawk Air Museum, Kellie Dean, 465-6446

## MARCH

- 5 **2-day LEGO Mini-workshop – Robotics**, Nampa,  
Warhawk Air Museum, Kellie Dean, 465-6446
- 10-12 **Idaho Aviation Festival**, Boise, Idaho Division of Aeronautics,  
Tammy Schoen, 800-426-4587 or 334-8775 or  
[www.itd.idaho.gov/aero/aviationfestival](http://www.itd.idaho.gov/aero/aviationfestival)

## APRIL

- 2 **2-day LEGO Mini-workshop – Gear Train**, Nampa,  
Warhawk Air Museum, Kellie Dean, 465-6446
- 8-9 **Flight Instructor Refresher Clinic**, Boise, Idaho Division  
of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8775

## MAY

- 5 **Idaho Airport Manager's Association Meeting**,  
Sun Valley, Lisa Emerick, [lisae@sunvalley.net](mailto:lisae@sunvalley.net)
- 7 **2-day LEGO Mini-workshop – Gear Train**, Nampa,  
Warhawk Air Museum, Kellie Dean, 465-6446
- 14-15 **Navy Days** – Warbirds will take to the sky and there will be  
activities for all ages, Nampa, Warhawk Air Museum, Kellie Dean,  
465-6446

## JUNE

- 2-5 **Challis River of No Return Mountain Flying  
Clinic**, Bob Plummer, 208-879-5900
- 6-10 **LEGO Summer Camp**, Nampa, Warhawk Air Museum,  
Kellie Dean, 465-6446
- 11-12 **P-51 Invitational**, Warhawk Air Museum, Kellie Dean, 465-6446
- 17-18 **Cessna 180/185 Club**, Garden Valley, Jim Davies, 462-5204
- 18-19 **Father's Day Fly In**, Smiley Creek, Gary Thietten, 731-4061,  
[gary@idahohomehealth.com](mailto:gary@idahohomehealth.com)
- 20-24 **McCall Mountain/Canyon Flying Seminars**,  
Sulphur Creek, Lori MacNichol, 208-634-1344

- 21-28 **LEGO Mini-workshop**, Warhawk Air Museum,  
Kellie Dean, 465-6446

- 27-29 **Aviation Career Education (ACE) Academy**,  
Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587

- 28 to **McCall Mountain/Canyon Flying Seminars**,  
July 1 Lori MacNichol, 208-634-1344

## JULY

- 5-8 **McCall Mountain/Canyon Flying Seminars**,  
Lori MacNichol, 208-634-1344
- 8-11 **Quiet Birdmen**, Johnson Creek, Idaho Division of Aeronautics,  
Mark Young, 334-8775
- 11-15 **LEGO Summer Camp**, Nampa, Warhawk Air Museum,  
Kellie Dean, 465-6446
- 12-15 **McCall Mountain/Canyon Flying Seminars**,  
Lori MacNichol, 208-634-1344
- 18-22 **McCall Mountain/Canyon Flying Seminars**,  
Sulphur Creek, Lori MacNichol, 208-634-1344
- 19 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum,  
Kellie Dean, 465-6446
- 26 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum,  
Kellie Dean, 465-6446
- 29-31 **Wilderness Within Reach**, Joe Corlett, 208-336-1097

## AUGUST

- 1-5 **LEGO Summer Camp**, Nampa, Warhawk Air Museum,  
Kellie Dean, 465-6446
- 9 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum,  
Kellie Dean, 465-6446
- 12-14 **McCall Family Fly-In**, Idaho Division of Aeronautics,  
Tammy Schoen, 800-426-4587 or 208-334-8776, [www.familyflyin.net](http://www.familyflyin.net)
- 13-14 **B-25 Invitational**, Nampa, Warhawk Air Museum,  
Kellie Dean, 465-6446
- 16 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum,  
Kellie Dean, 465-6446
- 23 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum,  
Kellie Dean, 465-6446

*Email your event information to [tammyschoen@itd.idaho.gov](mailto:tammyschoen@itd.idaho.gov) for inclusion in  
the **Rudder Flutter** and the Aeronautics website.*





# President of the United States to Dedicate Carey Airport!!!

By: Pete Cenarrusa, Former Idaho Secretary of State, and Frank Lester, Safety/Education Coordinator

Is there any airstrip or airport in Idaho that has been dedicated by a President of the United States other than the little hamlet town of Carey? Carey, in Blaine county, Idaho, population 280.

The year was 1948 - The story as related to me by Pete Cenarrusa, former Idaho Secretary of State, began in the spring of 1946, shortly after he returned from active duty as a Marine Fighter Pilot in WWII. Carey had become a popular flying enthusiast's town and Pete purchased a Royal Canadian Air Force PT-26 training aircraft. When he returned to Carey, he landed it in the only area available, a neighbor's alfalfa field. At that time, the Blaine county road crew decided that Carey needed a landing field. They proceeded to clear and level a sagebrush area six miles northeast of Carey, providing a popular and adequate landing field for local aviators. Many pilots and aircraft owners made use of the landing strip.

Chet Moulton, then Director of the Idaho Bureau of Aeronautics, contacted Pete and other Carey aviators proposing construction of an airstrip under his "an airport in a day" program. Coordinating with local farm machinery owners, donated help, and the Bureau of Aeronautics furnishing the fuel, the proposed airport was in fact completed in one day, located 300 feet from the main street of Carey and within walking distance of Carey's downtown.

On February 8, 1947, tragedy struck when a young, newly licensed private pilot landed to pick up his girlfriend, 16-year-old Wilma Coates, for a sightseeing trip over the farming community of Carey. The young pilot, long on enthusiasm and short on experience, buzzed the farmhouse of the young girl's aunt and uncle. While making a low, tight turn, he stalled out the unforgiving high-wing Luscomb and crashed. Both the pilot

and his young girlfriend, Wilma, were tragically killed. The event greatly saddened the people of Carey and Blaine County.

A year later, in 1948, President Harry Truman, who had ascended to the Presidency with the death of Franklin D. Roosevelt, was campaigning against Tom Dewey for another term as President. He was traveling the nation by railroad on his famous whistle-stop tour and arrived in Ketchum/Sun Valley by Union Pacific on June 7, 1948. He planned to spend the day with the First Lady and their daughter, Margaret, enjoying Sun Valley.

It was then that Wilma Coates' Uncle approached Pete and suggested that President Truman be invited to dedicate the new Carey airport in

**See Carey Airport**

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## Chemical Injuries & Burns

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done with the work. Consider this and make sure you use adequate gloves and other protection to prevent injury. If you are exposed, don't wait until the pain starts, as you will then be too late. Flush the areas exposed with water, and a lot of it.

Finally, we have to talk about battery acid. Most planes use lead-acid based batteries and these can be very dangerous if the acid is released. This can occur for many reasons, but a common one is when you are changing the battery or charging it. Spilling the acid when you try to pull it out of the battery case, usually located in a very inaccessible place, is a common way to get splashed with acid. Another way is when you are

charging a battery, especially one that has run down. Chargers that run at a very high current rate can overheat the battery itself and cause the battery to boil or even blow up. Sometimes this occurs when the hydrogen and oxygen, formed while charging, ignite... essentially forming a bomb. This can spray you with the acid and cause severe burns over a large area. As with the alkali injuries, it is important to wash the chemicals away with water, and do so quickly. The amount of acid found in even a small amount of battery acid will cause a significant burn before the body tissues are able to neutralize it. So, the faster you can wash it away the less it has a chance to injure your

body. In the eye, the effects can be just like the alkali burn. Rapid and copious irrigation is essential to maintaining your sight! If you are going to be working with or moving a battery, always remember to wear eye protection to avoid an eye injury.

It is essential to remember that all those chemicals that you have around to run, lubricate, and maintain your airplane are usually not benign. They can have severe effects on the body if exposed and result in burn injuries as severe, and perhaps even worse, than an open flame. Treat them with respect, take an extra moment to use protection, especially eye protection, and avoid getting a chemical burn.



# Business Aviation Trade Group Celebrates First Year of Operation

By: Mike Pape, IBAA President

The Idaho Business Aviation Association (IBAA) celebrated its first full year of operation with a fall luncheon meeting on October 21. Nearly 100 IBAA members listened to the comments of Cessna Vice-President Roger Whyte regarding business aircraft development. Cessna also displayed the 2004 Citation Sovereign at the event, held at the Boise Executive Terminal.

The IBAA will continue to hold quarterly meetings in Boise with emphasis on the following six areas:

**Networking** - Our surveys indicate that the number one reason individuals are interested in participating in the IBAA is to gain networking opportunities. Therefore, developing relationships with other business aviation participants remains IBAA's primary goal.

**Professional Development** - Educational opportunities are also a high priority for the IBAA. In March, an avionics expert explained the benefits of electronic flight bag technology. In January, Gulfstream displayed the new G-550 and its advanced avionics system. Ditching procedures, international operations and aircraft product development have all been popular subjects at IBAA meetings.

**Socializing** - We all enjoy meeting and sharing experiences with others in the industry. Our summer event was a networking dinner that was a real highlight. Seventy IBAA members met at the Warhawk Air Museum in Nampa for dinner, drinks and an opportunity to visit a fascinating air museum. During this event we honored some of Idaho's business aviation pioneers.



The range-record holding G-550 highlighted the January IBAA luncheon meeting.

All of our "Old Timers" were in their 80's, WWII veterans, and instrumental in developing Idaho business aviation operations as far back as 1950.

**Addressing Aviation Issues** - The IBAA continues to focus on political, environmental and economic issues affecting the industry. When members expressed concern about the Sun Valley airport, we invited airport manager Rick Baird to meet with the group. Rick shared his views on traffic operations and the possibility of airport relocation. IBAA officers currently hold leadership positions with the Boise airport commission and National Business Aviation Association (NBAA) advisory committees as well as membership in the Boise

chamber of commerce. At an IBAA meeting, a person would likely meet representatives from NBAA, Boise Flight Standards District Office (FAA), air traffic control, state aeronautics, and the Boise airport.

**Promoting Business Aviation** - Ten thousand U.S. companies have already recognized the fact that business aviation saves employee time, increases productivity enroute, and provides the highest levels of privacy and security. Currently, 90% of the Fortune 500 "honor roll\*" operate business aircraft. The IBAA continues to promote business aviation on a state level by offering speakers, flight instructors and consultants when opportunities arise.

\* The Fortune 500 companies that returned the most to stockholders over the past 10 years.



**See IBAA**

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# Carey Airport

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honor of his niece, who was also a first cousin of Pete's wife, Freda. Pete immediately left for Sun Valley, taking it upon himself to make it possible for the President to stop in Carey as he traveled to Butte, Montana.

Pete arrived in Ketchum and, purely by coincidence, met the National Democratic Committeeman for Idaho, Dan Cavanaugh, in a popular "attitude adjustment club." He proposed that the President come to Carey for a brief stop to dedicate the airport. Dan quickly cut Pete off, telling him that such a stop was impossible because "things don't happen like that!"

But Pete was not to be deterred; he recognized Conroy Gillespie, Editor and Publisher of the weekly newspaper **The Hailey Times** (now the **Woodrider Journal**) as he walked into the Tram Club. Pulling him aside, he quickly explained his mission to Con, who had just recently left the President's reception. Con liked the idea and with his invitation press label as an editor and publisher of a local newspaper, suggested they return to the President's reception and ask him directly about the visit.

At the reception they were introduced to Charlie Ross, press secretary to the President. The proposal was made to Mr. Ross who responded, "We can make that happen. We will be in Carey the next morning, June 8<sup>th</sup>." Like the midnight ride of Paul Revere with the British hot on their

trail, Gillespie and Cenarrusa proceeded on to Carey to alert its 280 residents that the President of the United States was coming to dedicate the airstrip in honor of Wilma Coates.

Their first thought was to alert the people by driving along the main street of Carey honking the car's horn. Unfortunately, that was not the first thought of the Deputy Sheriff who looked unkindly toward honking the horn indiscriminately. He unceremoniously brought Pete, the driver, and Conroy Gillespie, the passenger, to a halt. At this time the deputy, Frank Inama, was informed by Pete that the President was coming to Carey to dedicate the newly constructed airstrip and they were alerting the townspeople. The Deputy, in utter disbelief, cited Pete for disturbing the peace. Gillespie interrupted, showing his press badge and informing him that Cenarrusa's comments were indeed factual. As he proceeded to his police car, the deputy responded, "If you don't shut up, I'll give you a ticket as well," and drove away. Undaunted, Con and Pete, with the assistance of a few real believers, contacted everyone by telephone resulting in nearly the entire population of Carey turning out to see the President.

Sure enough, the President arrived on time and began to dedicate the airstrip. As reported in **Time** magazine, **Life** magazine and the **Hailey Times**, President Harry Truman spoke: "I am honored to dedicate this airport, and present this wreath to the parents of a brave boy who died fighting for his Country." A woman, almost in tears, who stood

among the knot of spectators broke in, "It was our girl Wilma . . ." Harry Truman broke off in embarrassment, but started again, "Well, I'm even more honored to dedicate this airport to a young woman who bravely gave her life for our Country." "No, no," said the girl's mother, "our Wilma was killed right here . . ." Only then was it made plain that a 16-year-old girl named Wilma Coates had been killed when her boyfriend's small civilian plane had crashed nearby.

After the entourage continued on to Butte, Montana, it was learned that whomever reported the tragedy to the President, got a real rear-end chewing!! Pete dutifully reported to the Justice of the Peace, William Briggs, with his citation for disturbing the peace. The good Judge ruled that, "It's not often the President comes to our little town of Carey; **case dismissed!**"

What happened to Pete Cenarrusa? As a Republican, he was elected in 1950 to the Idaho Legislature as State Representative for nine consecutive terms from Blaine County. Then in 1967 was appointed Idaho Secretary of State and continued to be elected to that office until his retirement on January 6, 2003, over 52 years of constitutionally elected service to Idaho.

Democrat Harry Truman gave Idaho and Carey a great deal of recognition and notoriety by taking that brief few minutes out of a busy day to dedicate their airport. Since Harry Truman, Pete has met every president of the United States with the exception of George W. Bush.

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## Administrator

Continued from page 2

negotiate and solve problems during the proposal stage than it is to undo them once they are enacted.

In order to ensure aviation continues to be a tool people can use to access the recreational opportunities in Idaho, it is best if we provide input on any Congressional language that proposes new wilderness areas. Recently there have been two new

wilderness proposals in Idaho. One is in the Boulder-White Cloud area located southeast of Stanley Idaho and the second is in Owyhee County in Southwestern Idaho.

There is currently no specific protective language for either airstrips or general aviation operations in the Boulder-White Cloud proposal. We are working with Representative Simpson's office on this matter and have made some progress in having our aviation concerns addressed. You can get more information on this

proposal at [www.wildwhiteclouds.org](http://www.wildwhiteclouds.org).

At this writing, the Owyhee County proposal is very new and we have very little information about it. We will continue to gather all available information to determine the aviation impacts that need to be addressed. For more information on this proposal visit [www.owyheecinitiative.org](http://www.owyheecinitiative.org).

**Bob Martin**

ITD Aeronautics Administrator





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## **IBAA**

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**Charity** - All successful organizations recognize that investing in education and giving back to the community is good business. IBAA is committed to this philosophy with the development of an educational scholarship program. On October 21, the IBAA announced the inauguration of the IBAA Scholarship Fund to benefit aviation students in Idaho. The scholarship beneficiaries for 2005 will be three Idaho high school students who will attend the state aeronautics' Aviation Career Education (ACE) Academy courtesy of the IBAA.

The IBAA is transforming from an Ecoupe in ground effect into a fighter in afterburner. If you hold an interest in business aviation, you are welcome to join us. Contact IBAA president Mike Pape at 208-869-9929 or [mpfllys@aol.com](mailto:mpfllys@aol.com) for more information.



**Five of Idaho's business aviation pioneers were honored at the summer IBAA networking dinner. Pictured L to R is: Bob Whipkey, Phil Vanschuyler, Bill Coburn, Warren Ellison and Jim Larkin.**

